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Foreign Selections.

THE ANTARCTIC EXPEDITION.

Below is a narrative of the cruise of the British Antarctic Exploring Expedition, as published in the London Literary Gazette, supposed to be from the pen of Captain Ross. We add one or two extracts from Capt Wilkes' account of the cruise of the American Expedition.

We congratulate the country on the happy return of one of the most memorable expedition ever recorded in English history, an expedition fortunate in every respect, in the outfit provisions made for its success, in their intrepidity and skill of its conduct throughout, in the perfect accomplishment of all its scientific objects, in the continued health and preservation of the human beings exposed to its perils and privations, in the harmony which has never for a moment been interrupted among officers and men by jealousies or misbehavior, and finally, in its auspicious arrival at home, after four years of brave and unwearied exertion, in safety, to be crowned with the rewards and honors so nobly earned from an admiring and grateful nation.

Justly may Great Britain be proud of this achievment; and sure we are that its glory will not be felt by Britain alone, but be acknowledged by the whole civilized world, to which, as well as to ourselves, its interesting and important results in science belong The exemplary humanity and prudence of Captain James Ross, Captain Crozier, and their gallant companions intrusted with the command and direction of the undertaking, are above all praise; and the reciprocating steadiness and devotedness of the crews of the two vessels are no less creditable to the national character. Three fine fellows were lost by accident within the four years; but such was the effectual care and management bestowed during all that time, under every circumstance of toil and danger, that the first natural death occurred at Rio on the homeward voyage, and the first and only corpse was there committed to the earth. Highly as we must think of what has been done in other respects, the attention paid to the comfort and the welfare of the men, and thus restoring them to their country in robust health and vigor, must, in our opinion, demand the warmest tribute of applause, and redound most signally to the honor of their leaders.

But we will not detain our anxious readers by introductory remarks from the account of this expedition which we have the good fortune to be able to lay before them.

The Erebus, Captain James Ross, and the Terror, Captain Crozier, left England on the 29th of September, 1839, and made observations at Madeira, Porto Praya, St. Paul's Rocks, and Trinidad. On the last day of January, 1840, the expedition reached St. Helena, Captain Ross having been desirous, in taking this course, to determine the important point of *minimum* magnetic intensity, and the nature of the curve connecting those points in which that intensity is weakest. This he accurately accomplished; and we may note, that the large space of Atlantic Ocean so traversed possesses the least magnetic intensity of any like portion of the surface of the globe. The position of the line, presumed to be proceeding towards the north, being thus ascertained, it will be easy in all future time to mark its progress, and to establish a certain law upon the subject. (*Vide Transactions of the Royal Society for* 1842.) The position of the line of no-dip or magnetic equator was only determined, and fixed grounds laid for subsequent observation of the changes to which it may be liable.

The magnetic observatory at St. Helena having been set on foot, and the officers and instruments landed, the expedition sailed again on the 8th of February, and on March 17 arrived at the Cape of Good Hope, where similar services were performed. A series of daily experiments were made on the temperature and specific gravity of the sea, at the depths of 180, 300, 480, and 600 fathoms, and at length soundings at the bottom of the ocean were struck by the plummet; from all which the physical condition of this element will come to be better understood.

April 3.—The cape was left behind, and the system of magnetic observation sedulously and zealously continued, to connect the voyage with the observatories established in other parts of the world. Kerguelen's Land was reached on the 12th of May; and on the 29th (the day previously fixed for simultaneous observations) the magnetometric instruments were noted every two minutes and a-half for twenty-four hours; and fortunately one of the magnetic storms which have been noticed in various parts of Europe occurred, and its affecting the instruments, as at Toronto, afforded complete proof of the vast extent of magnetic influence, pervading the earth's diameter with a velocity equal to light or electricity.

Geological and geographical investigations were carried on here. Large fossil trees were found in the lava, and indicated the igneous origin of these islands. Extensive seams of coal were also imbedded in the volcanic mass, which may, with great benefit, be employed for the purposes of steam navigation in this quarter of the world, and be of immense importance to the commerce of India.

FIRST YEAR.

From Hobart Town, Van Dieman's Land, the expedition proceeded to Auckland Islands, and completed a perfect series of magnetic observations on the important term day of November, 1840. The anticipatory attempts* of the American Lieutenant Wilkes, and the French Commodore D'Urville, having become known to our countrymen, Captain Ross wisely used his discretionary power in altering his route from that originally intended. He accordingly directed his course for the utmost south, at about the 170th degree of east longitude, (by which the isodynamic oval and the point exactly between the two *foci* of greater magnetic intensity might be passed over and determined,) directly between the tracks of the Russian navigator Bellinghausen and our own illustrious Cook. He then proposed to steer S. W. towards the pole, rather than attempt its approach directly from the north, on the unsuccessful footsteps of preceding voyagers.

On the 12th of December he quitted Auckland Islands, touched at Campbell Island, and passing through numerous icebergs to the southward of 63° latitude made the pack-edge, and entered the Antarctic Circle on new year's day, 1841. This pack was not so formidable as represented by the French and Americans, but a gale and other unfavorable circumstances prevented the vessels from entering it at the time. A gale from the northward blew them off; and it was not till the 5th that they regained, about one hundred miles to the eastward, in lat. 66 45 S., and lon. 174 16 E., when, though the wind was blowing and the sea running high directly upon it, the entrance was achieved without the slightest injury to either ship. After advancing through it a few miles, they were able to make their way to the southward with comparative ease and safety. Thick fogs, however, ensued, and, with light winds, rendered their course more difficult as well as tedious; and constant snow-showers impeded their operations. Whenever a clear glimpse could be obtained, they were nevertheless encouraged by seeing a strong water-sky to the S. E., and on the morning of the 9th, after sailing above two hundred miles through the pack, they gained a perfectly clear sea, and bore away S. W. for the magnetic pole!

January 11, lat. 40 47 S., and lon. 172 86 E., land was discovered at the distance of nearly one hundred miles, directly in their course and between them and the pole, the southernmost known land ever discovered, though somewhat nearly approaching to the Russians twenty years ago. As those who accomplished this honor for their country approached, it was seen to rise in lofty mountain peaks of from 9000 to 12,000 feet in height, entirely covered with eternal snow, and the glaciers projecting from the vast mountain brows for many miles from the ocean. By and by exposed patches of rock were visible; but the shore was so lined with bergs and rock ice, with a heavy swell washing over them, that a landing could not be effected. They therefore steered to the S. E., where were several small islands, and on the 12th Captain Ross landed, accompanied by Captain Crozier and a number of officers of each ship, and took possession of the country in the name of our gracious Queen Victoria. Tne island is composed altogether of igneous rocks, and lies in lat. 71 56 S., lon. 171 7 E.

The east coast of the main land trended to the southward, and the north took a northwesterly direction, and Captain Ross resolved on penetrating as far as he could to the south, so that he might, if possible, pass beyond the magnetic pole, which the combined observations had placed in 76 S. nearly, and thence proceed westward till he completed its circumnavigation. They accordingly steered along this magnificent land, and on the 23d of January reached 74 15 S., the highest southern latitude that had ever been previously attained.

Here strong southerly gales, thick fogs, and perpetual snow storms impeded them; but they continued to examine the coast to the southward, and on the 27th again landed on another island, in lat. 76 8 S., and long 168 12 E.; like the former, all of igneous rocks. On the 28th, a mountain 12,400 feet above the level of the sea was seen emitting flame and smoke in grand profusion; which splendid volcano received the appropriate name of Mount Erebus. Its position is lat. 77 32 S., lon. 167 0 E., and an extinct crater to the eastward of it named, though not quite so fitly, Mount Terror.*

Continuing to follow the main land in its southern trending, a barrier of ice, stretching off from a prominent cape and presenting a perpendicular face of

* This was a paltry proceeding, when the preparation of the English expedition to explore these seas, antarctic and southern pole, was so fully known. To try to be beforehand with it was only worthy of failure.—*Ed. L. C.*

Extract of a letter from Lieutenant Wilkes to Captain Ross, dated *U. S. flag ship Vincennes, New Zealand, Bay of Islands, April 5*, 1840:

"I need not tell you how much I feel interested in your cruise. From the interest you took in the outfit of our expedition, I am sure you well know the interest it excites, and how much this feeling is heightened by a knowledge on my part of what you have undertaken, and have to go through. This prompts me to a desire to be useful to you, if possible, and to give you my experience of the last season among the ice, whither you are bound.

"Your cruise will be an arduous one, no matter how you may be enlightened on your course; but you have so much knowledge of the ice, and the manner of treating it, that it appears almost presumptuous in me to sit down to give you any hints relative to it. But, believing as I do, that the ice of the antarctic is of a totally different character from that of the arctic, I venture to offer you a few hints that may be useful to you in your undertaking; and although my instructions are binding upon me relative to discoveries, I am, nevertheless, aware that I am acting as my Government would order, if they could have anticipated the case, knowing how deeply it feels the liberal assistance and great interest evinced by all the societies and distinguished men of Great Britain, to promote and aid this our first undertaking in the great cause of science and usefulness; and I must add the pleasure it gives to me personally, to be able to return, though in a small degree, the great obligation I myself feel under to you and many others, the promoters of your undertaking."—*Synopsis, page* 22.

* The volume of smoke ejected by the volcano was in sudden jets, and attained an altitude of 2,000 feet; the diameter at the crater's mouth was about 300 feet, and it gradually assumed the shape of an inverted cone till it was 500 or 600 feet in its highest elevation. The smoke then gradually dispersed and left the crater quite clear, filled with intensely bright flame flashing even in the face of the meridian sun. The permanent snow extends to the very edge of the crater, and no appearance of lava streams could be detected on the surface.—*Ed. L. C.*

above 150 feet, far above the mast-heads of the vessels, shut up the prospect of farther advance in that direction. They could just discern, beyond the tops a range of very lofty mountains toward the S. S. E., and in lat. 79 S. This barrier they explored to the eastward, till on the 2d of February they reached lat. 78 4 S., the highest they were at any time able to attain; and on the 9th, having traced its continuance to the long. of 191 23, in lat. 78 S., a distance of more than 300 miles, their farther progress was stopped by a heavy pack pressed closely against it, and the narrow lane through which they had hitherto found their way being now completely covered by rapidly forming ice, nothing but the strong breeze which they fortunately had with them put it in their power to retrace their course. At the distance of less than half a mile they had soundings on a bed of soft blue mud, with 318 fathoms. The temperature was 20 degrees below the freezing point; and aught more here being impracticable, they bore away for the westward, and again reached lat. 76 S., (that of the magnetic pole,) on the 15th of February. They found the heavy ice partially drifted away, but its place supplied by more, recently formed, through which they got a few miles nearer the pole—lat. 76 12 S., and long. 164, the dip. 88 40, and variation 109 24 E., thus only 157 miles from the pole. The nature of the coast rendered it impossible to lay up the ships and endeavor to reach this interesting point by land; but it is satisfactory to know that it was approached some hundreds of miles more nearly than ever it was before, and that from the multitude of observations made, in so many different directions, its position can be determined with almost as much certainty as if the spot had been actually visited.

The advanced period of the season in this high latitude now rendered return advisable; but they yet made another effort to land on the north part of the coast, which was defeated by the heavy pack-ice. They found it terminate abruptly in lat. 70 40 S., and long. 165 E., trending considerably to the southward of west, and presenting an immense space, occupied by a dense pack so firmly cemented together by the newly formed ice, as to defy every attempt to penetrate it. The whole southern land thus traced, extends from nearly the 70th to the 79th degree of latitude, and was distinguished by the name of our beloved Sovereign.

Their way hence lay near the chain of islands discovered by Bellamy in 1839, and more extensively explored by the American and French expeditions in the following year. On the 4th of March they recrossed the Antarctic Circle, and being necessarily close by the eastern extreme of those patches of land which Lieut. Wilkes has called the "Antarctic Continent," and having reached their latitude on the 5th, they steered directly for them; and at noon on the 6th, the ships being exactly over the centre of this mountain range, they could obtain no soundings with 600 fathoms of line; and having traversed a space of 80 miles in every direction, from this spot, during beautifully clear weather, which extended their vision widely around, were obliged to confess that this position, at least, of the pseudo antarctic continent, and the nearly 200 miles of barrier represented to extend from it, have no real existence.‡

Continuing to bear westward, the expedition approached the place where Professor Gauss supposed

‡ Lieutenant Wilkes may have mistaken some clouds or fog banks which in these regions are very likely to assume the appearance of land to inexperienced eyes, for this continent and range of lofty mountains. If so, the error is to be regretted, as it must tend to throw discredit on the other portion of his discoveries which have a more substantial foundation.—*Ed. L. G.*

"On the second of January, (1840,) we lost sight of the Flying Fish, and on the 3d of the Peacock. The Vincennes and the Porpoise made the icy barrier on the 11th January, in latitude 64 deg. 11 min. south, longitude 164 deg. 53 east, and separated in a fog on the following day. The Peacock made the ice on the 15th, and the Flying Fish on the 21st January.

"The discoloration of the water was soon perceived, and seals and penguins were seen in numbers, but no appearance of land, until the 15th, 16th, and 17th, in longitude 160 deg. east, and latitude 66 deg. 30 min. south. The Peacock, Porpoise, and Vincennes all agree in this, though many doubted the existence of land, considering it too good news to be true.

"On the morning of the 19th January, on board the Vincennes and Peacock, land was ascertained positively to exist, though they were separated several miles. In endeavoring to reach the land, the Peacock met with an accident on the 24th of January, obtaining soundings the day before in 320 fathoms of water; this was a blue mud and coarse gravel. The damage met with was severe, and obliged her to put back to Sydney.

"The Flying Fish bore away north on the 5th February, having encountered severe weather, which prevented her remaining longer.

"The Vincennes and Porpoise continued along the icy barrier to the longitude of 97 deg. east, seeing the land and at times approaching it to within from three quarters of a mile to ten miles, when the icy barrier would permit.

"On the 29th of January we entered what I have called Piners Bay, the only place where we could have landed on the naked rocks. We were driven out of it by one of the sudden gales usual in those seas. We got soundings in thirty fathoms. The gale lasted thirty-six hours, and after many narrow escapes, I found myself some sixty miles to leeward of this bay. It now became probable that this land which we had discovered was of great extent, and I deemed it of more importance to follow its trend, than to return to Piners Bay to land, not doubting I should have an opportunity of landing on some portion of it still more accessible; this, however, I was disappointed in, the icy barrier preventing our approach, and rendering it impossible to effect.

"Great quantities of ice, covered with mud, rock, and stone, presented themselves at the edge of the barrier, in a close proximity to the land; from these our specimens were obtained, and were quite as numerous as could have been gathered from the rocks themselves. The land, covered with snow, was distinctly seen in many places, and between them such appearances as to leave little or no doubt in my mind of its being a continuous line of coast, and deserving the name bestowed upon it, of the *Antarctic Continent*, lying as it does under that circle."—*Synopsis, page* 19, 20.

"As I before remarked, on my original chart I had laid down the supposed position of Bellamy's Islands or land in 164 deg. and 165 deg. east longitude, and that it was traced off and sent to Captain Ross. I am not a little surprised that so intelligent a navigator as Captain Ross, on finding that he had run over this position, should not have closely inquired into the statements relative to our discoveries that had been published in the Sydney and Hobart Town papers, which he must have seen, and have induced him to made a careful examination of the tracks of the squadron, laid down on the chart sent him, by which he would have assured himself in a few moments that it had never been laid down or claimed as part of our discovery, before he made so bold an assertion to an American officer, that he had run over a clear ocean where I laid down the land. On reference to Captain Ross's chart and track it will be seen he has not approached near enough our positions, either to *determine* errors or *verify* results. I am very far from imputing to Captain Ross any intentional misrepresentation, nor had I any right to expect that the track of the expedition and its discoveries should have been laid down on his chart; but it would seem somewhat unusual that the discoveries of others, though of much less importance should be represented, whilst those of the American expedition were omitted, when it is known that he was in possession of our operations more fully than those of others."—*Page* 26.

the magnetic pole to be, which was proved by extended investigation, to be erroneous; and they then, April 4, departed for Van Diemen's Land.

No disease or casualty of any kind attended their first labors, and there was not one individual in either ship on the sick list. Sir John Franklin, too, the estimable friend and arctic companion of Ross, was still at the opposite pole, ready to welcome and and entertain him. It was doubtless a happy meeting.

SECOND YEAR.

The magnotometers, &c., again strictly compared with those of the fixed observatory, the crews refreshed, the ships refitted, the gallant band again proceeded with their arduous task. The expedition went to Sydney and the Bay of Islands, in order to extend the magnetic observations, and finish meteorological and other philosophical experiments. These at the antipodes of European observatories, and equally separated from each other, are of much interest to science; and have decided the important question of the exact correspondence of the momentary magnetic perturbations. The perturbations of Van Dieman's Land and New Zealand were found to be in exact accordance.

Nov. 23, 1841.—They sailed from the Bay of Islands, and passing by the Chatham Islands, bore away to the eastward, to examine the supposed position of the focus of greater magnetic intensity, and, favored with fine weather, obtained a series of observations which demonstrated the error of the assigned position. They accordingly proceeded to the south to resume the examination of the antarctic seas.

Dec. 18.—In lat. 62 28 S., and long. 146 57 W., they made the pack 300 miles farther north than before; which unexpected obstruction showed that they were too early for the season. They entered, however, and pursued their voyage for 300 miles, when it became so close that they could push the ships no more to the southward. With untiring zeal and unflinching fatigue of officers and men, it was again new year's day, 1842, before they could cross the antarctic circle. The intense brightness of the sky foreshowed them that they would still have to encounter vast bodies of ice in that direction, whilst more encouraging appearances held out inducements to try their fortune to the westward. By January 19, they had succeeded in reaching within a few miles of the open water when a violent gale sprang up and placed them in a situation of appalling jeopardy. The rudder of the Erebus was shattered, and that of the Terror was soon after utterly destroyed; and violent shocks against the ice for twenty-six hours, as they rolled deeply among its heavy masses, severely tried their strength and threatened their existence. On the 21st the gale abated, and, though driven back far into and closely beset by the pack, they went to work to repair damages and prepare for new efforts. Their condition was very helpless, and their vexation the greater as the last days were fast shortening and the season drawing to a close. They had, however, gone through the pack in a direct line 450 miles, and were more south than Cook or Bellinghausen had been able to reach in more favorable seasons. At length, February 2, they cleared the pack in lat. 67 28 S., and long. 159 E., after an imprisonment of 46 days in the "thick-ribbed ice." This was only ten days earlier than they had been obliged to abandon their operations the year before, but still they advanced to see what could be done. They pursued their course to the southward. along the edge of the pack, but it was found to trend to the westward across their course, which obliged them to stretch farther in that direction than was wished; and a continuance of violent gales added more to their difficulties. They fought against every obstacle, and at midnight, on the 22d, they had the satisfaction to make the great barrier a few miles to the eastward of the spot where their examination of last year had concluded. This enormous mass gradually diminishes, from its commencement at the foot of Mount Erebus, where it is about 200 feet to 150 feet at the eastern extreme, as far as could be seen. At the point now reached it was further diminished to 107 feet, and broken into deep bays and low projections not above from 50 to 70 feet high. Soundings in a bed of blue mud were obtained at 290 fathoms; which, together with the strong appearance of land, gently rising in ridges to the height of several hundred feet, at a distance of 50 or 60 miles from the barrier, leaves little doubt of the existence of an extensive country to the southward, but so entirely covered with perpetual ice as to conceal every conceivable feature of marked character to establish its positive existence.

The barrier was, with a strong breeze, traced about 130 miles farther eastward than in the preceding year, but all beyond was fruitless. Captain Ross therefore retraced his course, and where he was before prevented by the weather and fogs obtained two additional lines of magnetic determinations at no great distance from the pole, by which its position can be still more accurately ascertained. The Antarctic circle was taken, in these long dark nights, which confirmed the opinion regarding the non-existence of the supposed *focus* of magnetic force. On the 12th of March, in a heavy breeze, the ships were driven into violent collision with an extensive chain of icebergs, and the bowsprit, foretopmast, and some smaller spars of the Erebus, were carried away and lost. The vessels were providentially preserved from being dashed to pieces; and the coolness, promptitude, and activity of their crews were never more energetically displayed. A direct course was held for Cape Horn, as far from the tracks of former navigators as possible; and in a heavy gale James Angeley, quartermaster, fell overboard and was drowned—the only casualty during 136 days of arduous duty, and again without one man on the sick list. Provisions were supplied from Rio de Janeiro, and the ships were put in as complete a condition to renew operations as the day they sailed from England.

THIRD YEAR.

On the morning of December 17, 1842, the expedition sailed from the Falkland Islands, and on the 24th saw the first icebergs, when nearly in the lati-

tude of Clarence Island, and next day their progress was arrested by a rather solid pack. The 26th was spent in endeavoring to find out a penetrable part, and they were led to stand along its edge to the westward. Captain Ross being persuaded that the great extent of open water found by our late worthy friend Captain Weddell, to the 74th degree of latitude, was produced by the prevailing westerly winds driving the ice away from some extensive shore, probably the eastern side of Graham Land, determined, if he could, to get hold of that coast, and penetrate to the southward and eastward, between its shores and the pack, and thus he hoped to arrive at the open part of the sea found by Weddell; deeming it more desirable to trace the land to the southward than to attempt to follow his track, from which no discovery could be expected. On the 28th they discovered land, extending S. to S. W. by W., but its shores lined with so extraordinary an accumulation of grounded icebergs as to prevent all approach nearer than three or four miles. They had, therefore, only to pass along and examine the coasts as they could. The whole land, with the exception of two bold projecting headlands near its north extreme, was found to be entirely covered with snow or ice, which descended from the height of 2,000 or 3.000 feet into the sea, where, broken by the violence of the waves, it formed perpendicular icy cliffs of from 20 to 30 feet high, from which the bergs already mentioned constantly broke away, and grounded in the shallow water. Between them the whirlpools, caused by a strong tide, were very troublesome; and several small islets, quite free from snow, were observed, extending to the southeastward from the farthest visible point of the land.

A dense fog arose, and compelled the expedition to haul off to the eastward, where they soon met with the western edge of the pack. On the evening of the 30th they again closed the island, and steered across a deep gulf for the extreme point; but the pack was close against its shores, and by the 4th, in latitude 64¼ S., the ships were beset, and drifted rapidly back to the northward. Next day they were extricated, and finally succeeded in landing on an island at the extreme of a deep inlet on the south side of the gulf, of which Captain Ross took possession in Her Majesty's name. This island is of volcanic origin, and though not more than two miles in diameter, projects a perfectly formed crater to the height of 3,500 feet above the level of the sea. It lies in latitude 64° 12′ S. and longitude 55° 49′ W. A magnificent table-topped mountain to the westward rises to the height of 7,000 feet, and the whole western shore of this great gulf consists of mountainous ranges covered with everlasting snow. It was named the Gulf of Erebus and Terror, is about forty miles between the capes, and nearly as many miles deep. Excepting the south part, it was full of heavy pack ice, and there were two spaces at its deepest parts where no land could be discerned, and which probably communicate with Bransfield Strait. In the evening, the ice being driven off the land, they rounded the south part of the gulf, and coursed the land to the southwestward, between its shore and a chain of grounded bergs two or three miles distant. All this portion was free from snow for twenty miles, when they again came to perpendicular ice cliffs descending from a snow-covered mountain about 2,000 feet high. This was a complete barrier in miniature, and tended to confirm Captain Ross's opinion that an extensive continent exists to the southward of the great barrier discovered in 1841, extending to the east 450 miles from Mount Erebus. Ice in various forms beset them for some time, and observations were taken on that which was fixed. No doubt remained that the strait before spoken of communicated with Bransfield Strait, and probably with the Canal d'Orleans; but it was so completely closed that nothing further could be done to decide this geographical point. The struggles with the ice continued to the first of February, when it became essential to extricate the ships, and endeavor to penetrate to the south. On the 4th they succeeded in gaining the pack-edge, and were once more in clear water, after having been more or less entangled for the space of 40 days. East winds and thick fogs prevailed, and the best of the season was past. They, however, in latitude 65°, nearly crossed Weddell's returning track, and found pack ice where he had perfectly clear sea.* They could not penetrate beyond latitude 65° 15′ S., where their position was 100 miles to the southward of Admiral D'Urville's track, where he unsuccessfully attempted to follow the route so nobly achieved by our countryman Weddell. On the 22d they crossed the line of no variation, in latitude 61°, and longitude 24° W., in a dip of 57° 40′—a fact of much importance to magnetic science, since the observations appear to prove that the supposition of there being two magnetic poles of verticity in the south, as is well known to be the case in the north, is erroneous, and that there is in reality but one magnetic pole in the southern hemisphere.

We may notice that the whole of this year's observations tend in a remarkable manner to confirm the position assigned to this pole by Captain Ross from his first year's experiments in its close vicinity.

On the 23d they rounded the last extreme of the pack, and stood to the southeast, and crossed the Antarctic Circle on the 1st of March, in longitude 7½° W. From judicious considerations, Captain Ross now tried to penetrate to the southward in the meridian exactly between Bellinghausen's and Weddell's tracks, and consequently stood to the southwest. On the 23d, in latitude 68° 34′, and longitude 12° 49′ W., he was becalmed, and seized the opportunity to try for soundings, but 4,000 fathoms of line failed to reach the ground. This great depth is against the probability of meeting with land near. For some time, however, they persevered in an attempt to get farther to the south, but the ice was too strong for them, and considerable danger was encountered in a tempestuous gale, which lasted, without interruption, during three days. The darkness of the nights, and the number of icebergs seemed

* The doubts endeavored to be thrown on Weddell's narrative by the French, merely because they were unable to follow his track, ought not to be passed without reprehension.—*Ed. L. G.*

only to increase the confidence and courage of the men; and the management of the ships was, throughout, most worthy of admiration. At length, on the 8th, the wind veered to the eastward, and with hearts overflowing with gratitude to God for his merciful protection, when human efforts were all but useless and unavailing, our brave fellows were in safety, and steering for the north. It was not, however, till the 12th that they were relieved from the apprehension of being driven against the still threatening pack.

On the 17th they reached the latitude of Bouvet Island, (64° 19′,) about eight degrees to the westward of the assigned position; but they, like Cook, searched for it in vain; and Captain Ross concludes that Bouvet had been deceived by the form of an iceberg. The last berg was seen on the 25th, in latitude 47° 3′ S., and longitude 10° 51′ E., when bearing away before a fair gale for the Cape of Good Hope, where the expedition prosperously anchored on the 4th of April.

In the third season, it will thus be seen, they did not penetrate so far as Weddell; yet the unusual prevalence of easterly winds preventing the pack from drifting off shore, was the means of enabling them to reach the latitude of 71½° S., on a meridian usually occupied by the pack when driven by the prevailing westerly winds from the east shore of Graham's Land, and extending their researches in that meridian (15° W.) 12 degrees of latitude beyond their predecessors, Cook, Bellinghausen, and Biscoe.

The discovery and examination of a considerable extent of unknown coast, proving the insularity of those portions of land first discovered by Bransfield in 1820, for years afterwards frequented by our sealers in search of their prey, and finally, in 1839, seen by Admiral D'Urville, and called by him "Louis Philippe's Land," cannot but be regarded as important additions to our knowledge of those parts, which, though islands of considerable size, might have extended, and were supposed to extend, even to the pole.

At the end of April the Erebus and Terror left the Cape of Good Hope, and touched at St. Helena and Ascension for the purpose of repeating the magnetic observations they had formerly made, and verifying their instruments. In order to render the whole series complete, it was necessary to repair to Rio de Janeiro, which the expedition reached on the 18th of June. After a few days employed in observing and refitting, they sailed for England, and touching at one of the Western Islands, made the land of Sicily on the 27th August. The passage up the channel was rendered tedious by calms and light winds, so that Captain Ross was unable to land until Monday last, the 4th of September, when he disembarked at Folkestone, and arrived in town on the afternoon of the same day.

Need we add that his reception at the Admiralty was most cordial and gratifying? Lord Haddington complimented him in the warmest manner, in the presence of the other lords, and all joined in the highest eulogy on his services. This is only the preface to the fame he has, with his brave comrades, Captain Crozier, Commander Bird, and the rest, so nobly earned; and it will be echoed not only now and by his country, but by the whole civilized world and for ever. Heartily do we wish him, and all those who were with him, the perfect enjoyment of that high health in which they have been restored to us after all their fatigues and perils.

Having giving the outline of this great national exploit, we have only to annex a very few particulars in connection with it which may interest our general readers.

When at Cape Horn, making magnetometric observations, the ships anchored in St. Martin's Cove, where they fell in with a small party of Fuegans, a most miserable race of human creatures, wandering naked among the constantly falling snow storms of this inclement region.

On their path from Cape Horn to the Falkland Islands they observed a very dangerous bank, directly in the line, on which it is probable that many a daring bark has been lost, whose fate has never been disclosed to mortal ears.

On the island on which they landed, in lat. 71 56 S., and lon. 171 7 E., where they procured specimens of minerals imbedded in the igneous rocks, there was not the least appearance of vegetation; but it was so densely covered with penguins, which stoutly resisted their landing, that it was with difficulty they could force their way through them.

The acquisition to natural history, geology, geography, but above all towards the elucidation of the grand mystery of terrestrial magnetism, raise this voyage to a pre-eminent rank among the greatest achievements of British courage, intelligence, and enterprise.

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From the Literary Gazette of Sept. 16.

In our last Gazette we had the satisfaction to give a complete outline of the course and scientific* proceedings of the Antarctic Expedition, which we rejoice to find has made so strong a public sensation. It was not in our power, nor the power of language, to speak too highly of its importance to science, nor of its conduct throughout as honorable to the naval service and glorious to the country. The harmony which prevailed from first to last in every department, the firmness and resolution of all employed, and the safe return with so little of sickness or of loss, during four years of arduous and dangerous enterprise, reflect such credit on officers and men, that it would indeed be difficult to find words to express our admiration. That speedy promotion and reward will mark the sense their country entertains of their devotedness, is matter of course; and we take pleasure in stating that His Royal Highness Prince Albert took a warm and early interest in their progress and discoveries. It is another fine trait in the character of that illustrious personage, and one of the right kind to add to a great and growing popularity of the best

* The immense quantity of specimens of every kind deposited with the Admiralty show at once the zeal and diligence exercised throughout the voyage.

and most enduring description. In bestowing his regards upon these brave navigators, he assumes the true position of a British Prince; and a portion of their gallant exploits will thus become a part of his history, as well as the history of the nation adorned by both.

But our feeling on this subject must not lead us into the vice of common-place declamation. In addition to what appeared in our last week's sheet, we have some particulars to communicate to our readers, which, we are sure, will be gratifying to their tastes and curiosity.

We mentioned the plummet having struck the ground in a sounding of great depth, but had not at the moment the exact extent before us. It was of 2,677 fathoms; and by an able contrivance the vessels veered out more than 6,000 fathoms of line, and yet (as in latitude 46½ degrees S.) with all that scope could find no bottom. In the former case where they did, they could not bring the lead up again to indicate the nature of the ground.

In the highest latitudes, however, which they reached, and much within the Antarctic Circle, their dredging was very productive, and they have brought home, in spirits of wine, many specimens of molusces and other creatures, shells, &c., &c., which are believed to be rare, if not new in this branch of scientific exploration, and which will be the more welcome now, since Professor Forbes' Ægean researches have, as it were, opened a vast novel field of inquiry for the investigation of the nature of our globe.

In these desolate regions, where so little could be seen or found on the surface, it was some compensation to be able to divulge even a few secrets from the depths of the sea. About and around them it was almost as if life were extinct. Animals there were none and birds were very few. The stormy petrel occasionally flying over their heads was shot; and a new species of white petrel was also obtained. The other ornithological inhabitants of the antarctic, such as gulls, &c., were identical with those of the arctic regions; the same in colors, feathers, and form. Only they were "like angel visits, few and far between." Of shrimps, under the ice, there were myriads; but apparently nothing to feed upon them except the worthless finner-whale. For the mess, the ocean was a blank. Seals, however, abounded, with skins of a long coarse hair. And this was *all*—all except the extraordinary penguin, whose habits seemed to be impenetrable. This bird was found always on the ice, and at immense distances from land. How it existed appeared to be a mystery. There were thousands and tens of thousands of the smaller species; and the lightly fledged young, in their first year, were often met with. But there were, besides a patriarchial order, never encountered in more than three at any time, and of an immense size. Their appearance on the summits of icebergs and elsewhere was almost ludicrous; for, with their stately walk and short legs, they looked for all the world like the padres of a religious order. One weighed seventy-six pounds, and stood about four feet six inches in height. The average weight of this large class was sixty-four pounds, and heavy as they were and seemed, their activity in leaping was incredible. In their walk, and glancing over their shoulders, as it were, with wonder at their strange visiters, they betrayed no fears, and hardly took themselves out of the way. But if an impulse led them to jump up the face of a piece of ice, their flappers came down on each side, and they rose with a spring, considering their form, truly astonishing; as several of the officers estimated such exploits at ten, twelve, or fourteen feet in perpendicular height.

How these birds contrive to live on icy masses, unable to fly, and not much made for running, is, we repeat, a natural curiosity. There are no insects within many degrees in the Antarctic Circle where they abide.

Of the dreadful storm mentioned in our last, we have since seen a sketch; which, we are assured, is an underwrought represention of the scene. It is perfectly appaling! The Erebus and Terror are but one wave apart, and the tremendous masses of ice seem as if they must crush a thousand navies. Their escape was indeed miraculous. Both rudders lost at nearly the same time, and a dreadful swell driving them up and down, whilst the rolling ice was sometimes under them and sometimes emerging from the water around. It must have been terrific; and it may be observed, that the ocean-swell, of which we have spoken, renders the navigation of the south infinitely more perilous than that in the northern sphere, where the waves and currents are comparatively smooth, and the forcing a way through the ice a very different and much safer operation.

Among the memorable objects of the voyage, the volcano we described last week was the most memorable. Its appearance is spoken of by all the officers and crews as of stupendous beauty; and some idea may be formed of its grandeur when we state, that on sailing away from it in a direct course, the vessels could see it distinctly at the distance of one hundred and thirty miles.

The geology near this phenomenon would be of extreme interest; but it was not attainable, and we have only to console ourselves with the abundance of specimens brought from other parts. Kerguelen's Land was rich in this respect, and seems altogether to have been one of the most remarkable spots visited by the expedition. We said it was of volcano origin; but it is a puzzle to tell exactly what it is. Covered with lava, it imbeds immense fossil trees, some of them six or seven feet in circumference and numerous fine minerals, quartz in hugh masses in basaltic caverns, and other singular remains. It looks as if a land had been submerged, and again thrown up to the surface by volcanic action; the former solid earth and all its products having been restored to view under an igneous power, which destroyed it. Here, however, our countrymen fared well, and were fortunate in their magnetic observations. They could not thin the multitudes of teal which surrounded them and afforded good table cheer, and an excellent species of the brassica tribe, though wild, furnished a vegetable much esteemed after a long voyage. The seed of this cabbage furnished food for many birds, and several specimens were

brought from this quarter. Altogether, we understand, about sixty have been sent or brought home, out of which, no doubt, some will augment our fauna. Shooting these was one of the principal amusements of the officers when not on duty.

From Kerguelen's Land we have on our table, kindly presented to us by Lieut. Smith, a beautiful specimen of the fossil wood, a black silex, with the woody fibres obviously circling in the anterior, and the outer bark, particularly on one side, of a different brown consistency. It is about five inches in diameter, and very heavy. From Van Diemen's Land we have also silicified vegetable remains, of singular beauty, and in mentioning the place whence they came, we are happy again to notice the hearty welcome from Sir John Franklin, who made it a home to the expedition. But before we leave Kerguelen's Land, we must revert to the scientific operations there, though merely to mention that the "ambulatory" observatories, from which so much information has been acquired, have all been safely relanded in England, and are ready for any other expedition. These houses answered their purpose admirably, as did the instruments generally; and as the Erebus and Terror worked simultaneously, and communicated the results by signal daily,* there cannot be a doubt of the correctness of the experiments and observations. This is of infinite consequence, for it must prevent all question, or cavil, or pretence from other quarters.

The visit to Cape Horn, whither they ran from the Falkland Islands, brought them (as we observed) acquainted with the natives of that wild promontory. They met them on an island, not on the main land, but a place evidently much frequented by them. They never met more than six or seven of the men together, and found them a fearless and rather robust, active, and well-looking race. They were matchless imitators, and very dexterous thieves; had nothing to offer in barter but small pieces of skins; and were careful to prevent the appearance of their women. These were kept sedulously out of sight; and in one instance, where a party from the ships surprised two of them crouching in a concealed part, they leapt up and ran from them, screeching with terror. The "Jerdan Island" of Captain Weddell's map was near; and upon it, as upon others, rabbits (brought from the Falkland Isles) were put ashore; and as the soil is light and sandy, and covered with grass and brushwood, they will no doubt thrive and replenish the land. Our kind voyagers also, on other remote shores where vessels will hereafter touch, landed rabbits, poultry, goats, and sheep, of which their future successors may reap the advantage.

The boats of the natives of the Terra del Fuego are curiously built, and their bottom ballasted with clay, on which their cooking is performed. The men, as we have said, are great mimics. One of our officers danced and sung Jim Crow to a set of them; and a Fuegan immediately, to the great entertainment of the ships' crews, copied both dance and song; the first to perfection, and the last so well that it was thought he pronounced every absurd word whilst he jumped Jim Crow!

Among the happy returns, we cannot conclude without mentioning the pretty kitten set on board the Erebus just before starting, and which we declared to be a "Pole-cat." It has certainly become one, with a thick rich fur, as if the antarctic seasons had agreed with it. There is also a goat, shipped at Van Dieman's Land, which has stood all the hardships of three years' *iceing*. They are now animals of considerable interest; and, like their commanders, we are glad to observe they give themselves no airs about it.

Of one of these commanders, we have to speak with regret, and the public will join with us in it. After all his toils and exertions, Capt. Crozier has had but a sad home to welcome him. The death of two sisters had to be communicated to him a few days ago; and his grief may hardly be imagined.

The vessels are now at Woolwich, being unrigged. In the interior they look almost as fresh as when they sailed; on the outside they are tolerably battered, and in the deep interior it is likely they are much damaged. Had they not been well found, they must have perished; but the blessing of Divine Providence was with them, they were embarked in a noble cause, and nobly have they done their work. Nothing that man could do was left undone; and the result is, we can but repeat, an epoch of vast importance to science,* and a bright page in the history of British enterprise.

Important Discovery of a new and safe Channel in the Cedar Rapids.—The New York True Sun says that the Toronto steamer Adventure, Captain Taylor, arrived in port on Sunday last, after a passage of three days and a half from Toronto. She came through the "Marshall Channel" at the Cedar Rapids, (this is a new channel lately discovered by Captain Marshall,) and found not less than ten feet of water in any one part of it, thus proving that craft drawing five feet and a half water, can at any period of the season descend the St. Lawrence from Prescott to Montreal with the utmost safety. The shoals in the old channel have always been a great and dangerous impediment to the navigation, more particularly in the fall, when the waters are low and when vessels drawing from three and a quarter to three and a half feet not unfrequently strike. This being the case, we trust by the discovery of the "Marshall Channel," to see many vessels similar to the Adventure navigating our waters in the coming season. We understand that the owners of the Adventure intend carrying out their views on an enlarged scale.

* "Daily" may be a word misapplied through a considerable portion of the time, when the sun was shining over their heads for three weeks together.

* The immense number of observations made by the expedition on terrestrial magnetism, &c., will, of course, be soon as possible compared with those of the observatories established in communion with it by the several states of Europe and from the issue very striking conclusions may be anticipated.—Ed. *L. G.*

Domestic Miscellany.

THE NORTHEASTERN FRONTIER.

Answer of the Secretary of War to the memorial of our citizens, relative to the removal of the troops from Fish river and the Aroostook.

The Secretary of War has replied to the memorial of our citizens, adopted at a public meeting on the 18th of September, and published in our paper of the 19th, relative to the removal of United States troops from Fish river and the Aroostook.

This answer will be published in full, upon a call, probably, for another meeting to consider the subject. We learn, however, that the Secretary states that the troops were removed on a report of the Commanding General of the army. He accordingly referred the memorial and the accompanying papers to General Scott, who replies that the posts of Forts Fairfield and Kent, were garrisoned by United States troops, during the excitement about the disputed territory, in order to vindicate the claim of jurisdiction on the part of the United States, and to save expenses to the State of Maine, and that the boundary question having been definitely settled by the treaty of Washington, and a year allowed for the restoration of tranquillity along the border, the garrisons of those Forts were withdrawn for several military reasons; which we learn are in substance: that the troops were wanted on the sea board for the protection of important works; that there were no public works either on the Aroostook or Fish river worth a garrison; that there are not troops enough both for important public works and those of no military value; that Forts Fairfield and Kent were distant and difficult to supply, except at great expense; that the latter fort could not be maintained except at the cost of a road and bridges, which Captain Webster, the commander, called for as indispensable; and that four companies still remain at Hancock Barracks, Houlton, to meet any border exigency that might occur higher up that frontier, from which detachments may be made on the suggestions of the authorities of Maine, to maintain her laws and police regulations.

Upon these reasons, we regret to learn that the Secretary of War concurs with General Scott, in the arrangement of withdrawing the troops from Fish river particularly, where they are so much needed, and where the Government is morally bound by its new relations to that interesting and timid and defenceless people, the French settlers, to have troops stationed.

The restoration of a company or two of U. States troops at Fish river, in accordance with the memorial of the citizens of Bangor, and with the wish of the people of Maine, if they should express their wishes in regard to it, can be accomplished without withdrawing any troops from the sea-board or placing in jeopardy any public works of military value. There are four companies stationed at Houlton, one or two of which could be stationed at Fish river, where, if there are no public works to protect, there are people who are in an exposed condition and in momentary and painful anxiety; there are people there, and for the protection and relief of the people, military works are alone needed any where. The obligations of the Government, under all the considerations mentioned in the memorial, appear to us stronger for maintaining a garrison at Fish river, than any possible reason based upon the protection of military works.

We cannot but hope that General Scott and the Secretary of War will each review this whole matter, in reference to the moral as well as the military aspects of the case, and finally conclude to direct a portion of the troops now stationed at Houlton, if no others can be spared, to occupy the post at Fish river.

Let us briefly examine the position of the people in the territory where it is desired these troops should be stationed. On the bank of the St. John river, which, from its junction with the St. Francis, for nearly a hundred miles is the boundary by the late treaty between the United States and the British province of New Brunswick. Upon the banks of this river, on the American side, is a population of about two thousand souls; they are of French extraction, speak the French language, and have, until the ratification of the treaty, been under the British Government. They are cut off from connection with any American settlement, south, by a wilderness from fifty to a hundred miles in width. There is not a native American among them. But a few of them can speak English, and only three or four can write their names. They are ignorant of our country, its habits, its laws, or customs. This population is settled within our territory and claim our protection, and from their habits of thinking have no idea of protection except by the military arm; they are exposed through the whole length of their settlement to be plundered by rough and lawless lumbermen who swarm in the forests there; they are incapable of exercising any of the civil functions of Government; their habitual dependence has caused them to be and to feel feeble and timid, and they now feel, that, cut off from reliance upon the British protection, they have also been abandoned by the new Government to which they have been transferred.

How better, then, can a company of troops be employed than in giving protection and confidence to this people. How happily can the stern military power here bestow a moral influence in aiding this people in their feeble steps of transition, to a larger intelligence, to self dependence, and to the discharge of civil duties. Military men may not view the matter in this light, and yet it seems that a man must be merely military who cannot perceive and does not desire its advantages.—*Bangor Whig.*

Correspondence of the Boston Daily Advertiser.

U. S. Ship Constellation,

Manilla Bay, *May* 6, 1843.

We left Macao Roads on the morning of the 22d ultimo, and anchored in this port about midnight of the 30th. It is generally understood that we are now bound homeward.

Just before leaving China, the Commander addressed a somewhat long communication to the Vice-

roy of Canton relative to American affairs and interests. The Viceroy is said to appear to be of opinion that Americans will enjoy the same privileges as other foreigners without the necessity of treaty stipulations, and reiterates the assurance that the claims of our citizens for damages sustained in the December riot at Canton shall be promptly paid at the stipulated time.

Hitherto the Commodore's communications have generally been received by a Chinese officer despatched from the city for that purpose at the Consoo House, or office of the Hong merchants, or at the American consulate.

On this occasion, Lieutenant R., the bearer of the communication, was directed to proceed to the city gates, and there ask to be permitted to enter and deliver it to the Viceroy in person.

On his arrival at the city gates he was directed to return and forward the communication through the Hong merchants. This was, of course, contrary to his instructions, and he was therefore invited to the nearest Government office, just within the gates, where, on the arrival of the proper officer, he delivered the Commodore's card, and stated the object of his visit.

The Governor declined admitting him into his presence, under pretext of ill health, and directed that it should be received by an officer of a rank corresponding very nearly to that of Colonel, to whom it was accordingly delivered. The streets in the vicinity and through which Lieutenant R. had to pass on his return, were thronged with natives, eagerly curious to see the foreign officer, who, with his waving plume and full dress uniform, was by no means an inconspicuous object. The deportment of the crowd is represented as having been in every way respectful.

I was informed by Mr. Alcorne, the Spanish diplomatic agent resident at Macao, that the Governor of Canton had assured him that the same privileges would be granted to that nation as to Great Britain, with the exception of an island. And I am further informed by the "Secretary of Marine for the Philippine Islands" that this arrangement includes specifically privileges of commerce, and the right of residence at those ports to which foreigners are admitted.

The French have also been engaged in some negotiations, but I am not definitely informed of the results, though I presume that they have been at least partially successful. In acknowledging one of the communications of the French agent, the term "piu," or "petition," was used by the Viceroy, who was immediately informed that neither the King of the French nor his agents deigned to petition for any thing. An apology was promptly rendered.

That a decided change has taken place in the policy of the Celestials is quite obvious. But it must be remembered, nevertheless, that the "Viceroy" or "Governor" of Canton is but a subordinate authority, and unless his doings have the sanction of the Emperor, the Central Government will have the power to disavow his proceedings.

At this port the cholera has prevailed for some time past, principally amongst the lower classes of native population. It is said to be abating somewhat, and to be a comparatively mild form of this terrible scourge of the East.

We are anchored about three miles from the shore, and many precautions have been taken. No officers, except the Commodore and Purser, have been allowed to visit the shore, and no fruit, except in one instance for the hospital department, has been permitted to come on board.

Until last evening we escaped the disease. Since that time we have had four cases, two of which have already proved fatal. We shall get under way, and stand out into the bay in a few hours, and as soon as the accounts can be settled, probably proceed to sea. By this means we hope to check the progress of the disease. T. H. P.

Iron Ships for Government Service.—We visitted yesterday, one of the vessels now being built of iron in this city, for the United States revenue service, by Mr. Dunham. The vessel is clinker built; length 140 feet, depth 10½, width of beam 24½, of 330 tons measurement, and to be fitted with Ericsson's propellers of about 3½ feet in length. She is now in a very favorable condition for exhibiting the mode of construction, and the strength, and character of the work. Her ribs are of wrought iron 4½ inches by ¾, placed at a distance from 18 to 20 inches apart; the sheet iron, which is attached to the outside of these ribs and forms the shell of the vessel, ⅜ths of an inch thick, the end joints of which about flush, and are connected by a lap piece passing over the joint on the inside 4½ inches wide and ⅜ths thick; seams over lap 2 inches; the rivets are ¾ of an inch diameter, and are hammered firmly to their places while in a heated state; there being portable forges for that purpose. The sheeting is punched, and the holes countersunk with the greatest exactness by a machine. The shell is fastened to the ribs by iron knees firmly bolted to both. The whole arrangements present the appearance of great strength, and is calculated to produce the fullest confidence in the security of this character of vessels. The model of the vessel to our eye is not only perfect, but beautiful. Ships of iron have many advantages over those of wood, and we look with interest to these first efforts at their introduction into our navy, but with the fullest confidence in the result.—*N. Y. Courier.*

Sloop of War Plymouth.—This beautiful vessel was launched from the navy-yard at Charlestown, this day, a little before one o'clock. A large mass of our citizens, among whom were many ladies, were present to witness the interesting scene, and appeared to be highly gratified with the result. The arrangements were all admirably made, and the noble vessel glided gracefully into her proper element, greeted by the shouts and acclamations of the many spectators who were present. She is a fine vessel in every respect, and is pronounced by good judges of such matters, one of the best models, if not the very best, of a ship-of-war, extant; combining many important advantages.

If the other sloops of war now building, equal the Plymouth in excellence of model and harmony of

proportion, they are indeed valuable vessels, and our country may well be proud of numbering among her ships such fine specimens of naval architecture. The Plymouth is about one thousand tons burden, and is pierced for twenty-two guns, which are protected from the weather. and in action from falling spars, by a *light spar deck*, which, however, does not detract from the general beauty of her appearance. She was coppered and painted on the stocks, and sits elegantly on the water, and can be soon fitted for sea, if required.—*Boston Mer. Journal, October* 11.

THE STEAMER PRINCETON.—The Philadelphia Gazette has a notice of the performances of this new steamer on her first trial, Thursday afternoon. As to her speed, the writer in the Gazette says she made the trip from the fort to the navy yard in 35 minutes, having been run at half speed through Horse Shoe Channel, the distance being eight miles, with the tide partially spent in favor.

The speed of the ship over the land was 13.71 miles per hour; if we deduct two miles for tide, leaves 11.71 miles as the speed through the water. During the passage up, the speed and steam were gradually increasing, showing that under proper management, the boilers are abundantly capacious, and that the full calculated speed of twelve miles per hour will be more than realized with perfect ease. The result of this experiment is satisfactory in every respect. The machinery works beautifully. The doubtful points are settled in favor of the plan. Her packing is perfectly steam tight. The mercury in the gauge vibrated between 29 and 30 inches during the whole trip, showing the highest attainable vacuum. The engines work steady and free. The difficulty with the fires was entirely overcome before the close of the trip. The action of the propeller is admirable. Every calculation made by the distinguished engineer who designed the machinery, which is a bold innovation upon preconceived opinions, has been verified in a remarkable manner. The revolution of the propeller, at all speeds, marks the progression of the vessel with more certainty than the log.

It is impossible to make a clear trial trip of a vessel drawing near nineteen feet of water in our river, as the shallowness of the water sensibly retards her progress.

In a few days she will make another essay in the blue waters of the ocean, where her properties will be more fully devoloped, after which she will return to complete her equipment, and when done will be opened to public inspection.

DEATH OF DAVID RUSSELL, ESQ.—It becomes our painful duty to record the death of another soldier of the Revolution, in the demise of DAVID RUSSELL, ESQ., of this town, who died at the residence of his son, Dr. J. P. Russell, army surgeon, while on a visit at Governor's Island, Y. Y., on the 3d instant, in the eighty-eigth year of his age. The final attack of the destroying messenger, though sudden and unexpected, found him not unprepared, he signified a pious resignation to the will of Heaven, and expressed in his last hours a firm belief in the religion he had for years openly professed.—*Bennington Free Press.*

Communications.

NOTES ON FOREIGN MILITARY SCHOOLS AND ARMY ORGANIZATIONS, IN THE YEAR 1840.—*Continued from page* 73.

COLLECTED BY AN OFFICER OF THE U. S. ARMY.

V. ENGLAND.

Military education in England was much neglected previous to the beginning of the nineteenth century, and consequently the English army was obliged to borrow most of the improvements in military science and the principles of military organization from the continental services. The scientific corps especially have derived most of their instruction from French masters and French books. In this the English pride has been somewhat wounded. This, together with the great deficiency of practical instruction exhibited by her special corps in the earlier wars of the French revolution, has induced England to remedy, in some degree, these defects in her system of military schools. These institutions are still vastly inferior to the French and other continental schools of military instruction and practice, notwithstanding the improvements which have been gradually introduced since the war. We shall now proceed to notice them somewhat in detail, although our notes are here rather meagre, consisting of extracts from the military journals, and the military force of M. Dupin.

1. *The Royal Military Academy for the Artillery and Engineers, at Woolwich.*—This academy was erected in 1741 by special warrant of George II., "for the instruction of youths destined to become officers of engineers and artillery." Its annual expense when first established was about £500, and its number of cadets less than fifty. In 1806 its number of cadets was 188, and in 1819 its annual expense was £7,500. It has since been variously altered in its expenses and numbers, but we have not before us the means of describing its present condition.

The following is the outline of its organization. The master general of ordnance is the titular governor, but the lieutenant governor, who must be a field officer of engineers or artillery, has the immediate direction of the academy. For instruction the academy is divided into two departments or schools, the first for the youngest pupils. and the second for those of a more advanced age. The pupils are received at an early age (from 14 to 16 we believe) and assigned to the first school, and after passing an examination on elementary mathematics, &c., are promoted to the second or upper school, where they remain till the completion of their education. The course of instruction includes the several branches of mathematics, natural and experimental philosophy, chemistry, fortification, artillery, drawing, French, fencing, gymnastics, dancing, &c., &c. In most branches of the military art they teach the French systems. For practical instruction in the tactics of the different arms, the pupils are divided into companies.

The pupils derive their principal support while at the academy from Government, or rather a certain

annual amount is furnished each cadet, which is about equal to his necessary expenses.

At the end of each scholastic year the pupils are examined on their course of studies before a board of inspectors or visitors, and on graduating receive commissions, according to their rank or merit, in the engineers or artillery. "The former," says an English military writer, "is naturally the object of preference and ambition, as it is the best paid, and highest in distinction. Those, therefore, of the young men are selected for the engineers who, on the completion of their education, appear by their attainments to be best qualified for such appointment."

2. *The Royal Engineer School of Practice, at Chatham.*—This school was created in 1812, and has ever since been under the direction of Colonel (now General) Pasley of the royal engineers. Here the engineer graduates of Woolwich and also the recruits for the troops of the engineer service, as soon as they have been drilled in the first exercises of the soldier, are sent for practical instruction in the duties of constructing fortifications, of attack and defence, of sapping, mining, the pontoon exercise, and whatever else pertains to the engineer service. Also the engineer officers and troops of the East India company receive practical instruction at this school, their expenses being paid by the company.

The course of instruction at this school is said to be very thorough and complete, and the officers, non-commissioned officers and privates instructed here, were of great service to Wellington in his last campaigns. He himself speaks particularly of the great advantages derived from their practical skill in the operations in the Netherlands.

3. *Royal Military Repository and Artillery School of Practice, at Woolwich.*—The repository of models of forts, guns, carriages, caissons, military machines, projectiles, &c., was begun in 1775, and now contains many objects worthy of attention. The school as organized some years ago comprised practical instruction in the manœuvres of garrison and field artillery, including howitzers and mortars, mounting and dismounting the different pieces of ordnance, packing and unpacking implements and ammunition, and the use of guns, &c. We know nothing of its present condition. When visited by Mr. Dupin in 1820 the system of instruction was badly organized. "The engineer school at Chatam" says he, "is conducted on a system of infinitely superior character and arrangement."

4. *The Royal Military College.*—This institution was created in 1799. It was first located at Marlow, but is now at Sandhurst, about 30 miles from London. It is divided into two departments, differing in the nature of the studies, as well as in the age and rank of the pupils. The junior department is for youths previous to their entrance into service, and the senior department for young officers of the army.

The junior department, with some exceptions, is analogous to the French school of Saint-Cyr, which has already been described. The cadets of this department are appointed—First, from sons of officers of the army or navy, above a certain grade, who have died in service, leaving their families without fortunes. The cadets of this class pay only £40 per annum. Second, from sons of officers of the two services above the rank of subalterns and also from the orphan sons of officers not in indigent circumstances. These cadets pay an annual stipend of from £50 to £80. Third, from sons of noblemen and private gentlemen, who pay annually the sum of £125. The number of cadets in this department was twenty-five at £40 per annum, twenty-five at £50, twenty-five at 70 and £80, and one hundred and five at £125; making one hundred and eighty in all.

The candidate for admission to this department must be of a certain age, (between 13 and 16 years old, we think it is;) be free from any physical or mental infirmity which would unfit them for military service; must furnish a certificate of good conduct and scholarship from his former teachers and instructors; and on admission to the college must pass a preliminary examination in writing, spelling, and arithmetic, and have made some proficiency in classical studies. The term of probation is one year. The course of instruction after admission into this department includes mathematics, engineering, drawing, and the modern languages. The number of graduates of the junior department at the examination at the close of 1840 was 18. There were 28 cadets examined in mathematics, 39 in engineering, 17 in military surveying, 30 in the languages, and 9 in history. There are two examinations a year. The object of the senior department, as has been mentioned, is to instruct officers already in service, and prepare them for the duties of the staff. Previous to 1820 this department was situated at Farnham, some ten miles from Sandhurst, but the extra expense and inconvenience of having the branches separated so far caused their partial consolidation in 1820. The course of study in this department is two years, or one year and a half for the graduates of the junior department. It includes the several branches of mathematics, engineering, construction, military surveying, drawing, modern languages, &c. The candidate for admission into this department must be a commissioned officer of the army; twenty-one years of age; have served with his regiment abroad for three years, or at home for four years; and furnish good testimonials of character from his commanding officers. He pays thirty guineas per annum for tuition, &c., and two pounds for the library. The number of students is now limited to 15. In 1819, when the two departments were at different places, the junior department was composed of 3 military officers, 30 professors and teachers, 320 gentlemen cadets, and 70 non-commissioned officers, musicians, &c. The expense for the military department and cadets was £19,200; for the professors and teachers, £6,400; and for board, clothing, &c, (in addition to cadets' pay,) £32,000. In the senior department there were 6 or 8 professors and teachers and 30 students, at an expense of £4,800 per annum. The expense of the general staff of the college was £6,600: making in all for the college an expense of about £69,000, of which £45,000 was covered by the pay of army officers and the stipends of the students and cadets, leaving about £24,000 to

be voted by Parliament. In 1821 this amount was reduced to £16,200, and in 1829 to £9,600. Now no appropriations are voted by Parliament, the whole expense being defrayed by the stipends of the pupils.

The following table gives the number and salaries of the officers and professors of the college.

The governor has a salary, per annum, (exclusive of good quarters and allowances,) of	£1,000
The lieutenant-governor has a salary of	374
Two captains, each 14*s.* per day, making about	512
Paymaster and quartermaster, with salary of	300
Adjutant, with a salary of	300
Surgeon, at 15*s.* per day, making about	274
Asst. surgeon, at 10*s.* per day, making about	183
Riding-master, at 10*s.* per day, making about	183
Professor of mathematics, (senior department,) salary of	391
Professor of mathematics, (junior department,) salary of	270
2d professor of mathematics, salary of	200
3d professor of mathematics, salary of	182
4th professor of mathematics, salary of	182
Professor of military sketching, (with half pay as officer of the army,) salary of	200
Professor of fortification, (with half pay as officer of the army,) salary of	200
2d professor of fortification, (with half pay as officer of the army,) salary of	182
Professor of military surveying, salary of	200
2d professor of military surveying, salary of	157
Professor of drawing, salary of	182
Professor of French, salary of	157
Professor of German, salary of	157
	£4,786

The pay of each of the officers and professors of this institution is increased for each year of service till this increase amounts to fifty per cent. of the original salaries.

5. *The Royal Military Asylum, at Chelsea.*—This praiseworthy institution was founded in 1801 for the reception of orphan and other children of non-commissioned officers and privates. In 1807 it contained 700 boys and 300 girls. Its numbers had so much increased in 1820 that an additional establishment was required for their accommodation. It is now said to be flourishing, and its order and arrangement are highly spoken of. The organization and course of instruction are very much like the military orphan asylums in Prussia. The appropriations for its support in 1840 amounted to £16,981.

6. *Regimental Schools.*—These were first introduced into the British army by the Duke of Kent, in 1810 or 1811. They were generally established in the regiments in 1815; and, judging from a recent order of the commmander-in-chief, are still regarded as matters of much interest and importance.

7. *East India Company's Military Seminary, at Addiscome.*—This institution belongs to the company, and is devoted to the education of officers for their service. At the examination at the close of 1840 the number of graduates was 29; the 5 most distinguished were assigned to the engineers, the next 12 to the artillery, and the others to the infantry. The course of instruction continues two years, and the cadets are divided into two classes. The course includes the various branches of mathematics, engineering, history, the military art, tactics, drawing, the modern and oriental languages, &c.

VI. General Remarks.

We have now exhausted our notes on the military schools of the five great powers of Europe, and before proceeding to the army organizations of these same powers, we will add, by way of comparison, a brief account of the condition of our own military school, at the same period.

The United States Military Academy is established by law at the headquarters of the corps of engineers, and its officers, professors, and cadets constitute a part of that corps. These last are warrant officers, holding a military rank between the second lieutenants and sergeants, and as such are liable, at any time before graduating, to be called into service, should their assistance in the field be required by the chief engineer. The inspector and the superintendent must be officers of engineers, and no one else, no matter what his rank may be, can command at the Academy, or in any way interfere in its affairs. The professors and teachers are civil officers of this corps, and the first assistant professors and the three instructors of the military departments (all of them being military officers) are entitled to the pay and emoluments of captains of engineers. The other assistants receive no addition to their army pay. The officers of the institution at the close of the academic year in 1840 were: the inspector, and the superintendent; nine professors and teachers (not military officers;) twenty-one instructors, and assistant teachers and professors, (army officers;) two medical officers, one paymaster, one quartermaster, and one adjutant. The whole number of cadets on the register was two hundred and thirty-three, and the graduates for that year, forty-two; they were assigned to the engineers, ordnance, artillery, topographical corps, infantry, and dragoons, according to their graduating rank as determined by examination before the academic board, and also a board of visitors selected by the Secretary of War.

The course of instruction at the Military Academy, includes the principal branches of science connected with the military art, and also the theory and practice of the general arms, if we except the department of practical engineering, which is still incomplete for want of congressional action. In consequence of this deficiency the graduates who enter the engineer corps leave the Academy without the slightest acquintance with the tactics, organization, and practical field duties of their own particular arm of service. Nor is there any means of supplying this deficiency afterwards, for the military organization of the engineer corps is equally as deficient as the course of engineer instruction at the Academy.

If we compare this institution with the military schools of Europe, we shall find that the expense of its support is very small, in proportion to the results produced. The pay of the officers and professors is very low, indeed much lower than the salaries generally of similar officers of civil colleges, even where

a lower order of acquirements is requisite. Many of the duties of the institution are performed by officers of the army without the slightest additional remuneration. The pay of the cadets is also very small, being barely sufficient, with the strictest economy, for their support. But all are in this respect placed on the same footing, and the sons of the rich and of the poor are treated precisely alike, no distinctions being known but those which merit alone originates.

In comparing this academy with the military schools of Europe, we find that it strongly resembles, in its main features, some of the French and Prussian schools. In several respects it is an improvement upon these models. But in some of its details we might, with advantage, have copied the originals still more closely. It is a singular fact, but one well worthy of notice, that the European military school which was selected, a few years since, in a congressional report, as a model for the reorganization of the West Point Academy, is the most aristocratical and least meritorious of nearly all those we have described. Its standard of instruction is notoriously low, and none but the affluent can be admitted. Without the payment of the stipulated sum of gold, the poor man's son finds there every avenue closed to his gaining a military education, And yet this Sandhurst school was selected by the most radical and ultra demagouges—the boasted friends of the poor—as a suitable one to displace the present admirably organised military academy at West Point! Such are the absurdities into which men inevitably fall, when they interfere with matters of which they are totally ignorant!

The appointment of cadets to the Academy is vested in the Secretary of War. He also dismisses them, on the recommendation of the inspector and superintendent, for bad conduct, and, on the recommendation of these officers and the academic board, for bad scholarship. For the last few years the appointing power has been generally given up by the Secretary to the members of Congress individually. The policy of this measure may well be doubted. It takes from the Secretary all opportunity of determining the claims and qualifications of the rival candidates, and destroys all feeling of responsibility in the appointing power. It leaves the matter to be arranged by party politics, and we know well what kind of arrangement is usually made under such circumstances, and how slight the probability that merit will receive its proper reward. Indeed we think the qualications of the candidates are now very seldom regarded in the selection of cadets, the member of Congress not unfrequently using the appointing power to purchase political influence, to reward the services of some friend or relative, or to provide for his own worthless, scape-goat son. How much preferable is the system of selecting candidates for appointments adopted by the French Polytechnic school!

As but little preparation is required for the examination preliminary to admission, the class which annually enters the Academy contains the roughest possible material for officers of the army—material which we believe no other institution in the country could ever work into shape and comeliness. It speaks highly for the present organization and efficiency of the Academy that it is able to make *any thing* out of such subjects; and it deserves still more credit for really sifting out most of those of low character and mean intellectual qualifications who have been forced into the institution by the political influence of parents and friends, and that it actually polishes up the remainder into accomplished and gentlemanly officers. It is a difficult process, and requires four long years for its accomplishment, opposed, as it sometimes is, by the interference of the friends of the unworthy cadets who may be partisan demagogues of great political influence; but, thanks to the wisdom of the founders of the institution, its officers are placed beyond the reach of this baneful influence, and there is little to apprehend from their decisions. It is true that some mean and unworthy characters have been allowed, through the Academy, to obtain commissions in the army, but these are exceptions to the general rule, and it must be confessed that they are few in number.

Had the appointment of the directors of the Academy been entirely left to the caprice and favoritism of a partisan secretary, the result would have been very different. Some effete senior officer, who passed through the Academy at the foot of his class, or perhaps was dismissed for incapacity and afterwards found his way into the army through the influence of political friends, being still sustained by this influence rather than any merit of his own, makes favor with a partisan secretary. By courtly fawning, by military reviews and honors, and wine and flattery, well applied, and by the promise of the help of his political friends in propping up the falling Administration, this effete old colonel of a regiment becomes the superintendent of the Military Academy at West Point. His inefficiency has already palsied the energy of his entire command; and his subalterns have become, under his tuition, mere specimens of indolence and thoughtlessness; they eat, and drink, and smoke, and lounge, and in these are centered the aim and main pursuits of their lives; they are occupied at a formal drill or parade one hour, possibly, in twenty-four, (*provided* the weather is fine;) but even this is regarded as an unnecessary hardship, and would be perfectly insufferable did it not furnish food for grumbling: any attempt to become acquainted with the several branches of military science, the elements of which were learned at West Point, and to build a suitable superstructure upon the admirable foundation laid in that school, would be sneered and scoffed at by the officers of this command, as derogatory to their high character for independent indolence. Such has been the effect produced by the stultified intellect of this commanding officer upon the subalterns of his own regiment. What mighty improvements may we not anticipate from his administration as superintendent of the Military Academy! His own military knowledge being limited to the details of drill and parade (if by good luck he knows even that much) how admirably qualified he must be to direct the course of instruction in the higher branches of military science. How much wanting in wisdom and foresight were President Madison and his advisers, when they arrang-

ed the organization of the Military Academy, to limit the selection of its higher officers to the most distinguished graduates of the school itself, and thus effectually remove the possibility of any other person ever intriguing himself into the situation. In this respect they moddled the Academy (but oh, how unwisely!) after the best institutions of the kind in Europe, the selection of the directors of these schools being always confined to one or at most two corps of the army, these corps being more immediately interested in the honor and prosperity of the schools. Political intrigue is thus very much limited, if not entirely checked.

THE PILIMA.

The following remarks on this subject, compiled and translated from recent numbers of the "Spectateur Militaire," will be of interest to the readers of the Chronicle:

The Pilima is a kind of felt cloth, worn by the ancients as a defensive armor, and recently rediscovered by ANDRE PAPADOPOULO-VRETOS, Chevalier (we add all his titles) of the Royal Ordre of Naples of Francis I, Doctor of Medicine in the service of S. M. the King of Greece, Member of the Medical and Archéological Society of Athens, Corresponding Member of the Royal Institute of Naples, of the Pontaniana Academy, and of the Royal Academy of Herculanum.

The following is the process of manufacturing the Pilima, as given by the Chevalier himself in an address to the Royal Academy of Sciences in 1842:

1st. Take the finest and best flax or tow (*étoupe de lin*) and clear it perfectly of all heterogeneous matter.

2d. Take a suitable vessel and partly fill it with a solution of common salt (muriate of soda) and vinegar, (acetic acid,) in the proportion of four ounces of salt to one ordinary bottle of vinegar.

3d. Macerate the flax in this solution for four days.

4th. At the end of this time remove it from the solution, and allow it to dry at a temperature of twenty degrees Reaumur.

5th. When perfectly dry, cut it up into small strips with a pair of shears.

6th. It should now be given to a hatter to be worked up in the same manner as fur in making hats.

7th. After being worked up in this way, the hatter unites together the several layers of this material in the same manner as in making beaver felt, only he must use the saturated solution of salt and vinegar, instead of the tepid water commonly employed.

Wool might be used in the same manner as the tow or flax, only the weight would be much greater for the same impenetrability of the cloth.

To make a breast-plate which will be impenetrable to the point of a sword or a pistol ball fired at three paces, take several layers of this Pilima or felt-cloth, and having carefully placed them over each other press them together with some powerful press. The thickness after pressure should be about one inch. These layers should then be fastened together at different intervals, and the breast plate formed into the proper shape, and the edges bound with cloth or leather. The thickness should be greater than an inch for a mantle or other defensive garment.

To test the efficacy of this Pilima breast-plate, the Academy of Sciences directed a series of experiments to be made by two of their members, MM. Piobert and Séguier. The following is an extract from their report:

"The breast-plate of Pilima submitted for trial was twenty-nine millimetres (1.16 inches) thick. The whole mass of the breast-plate, with its leather covering and appendages, weighed 4 kilogrammes 570 grammes, (about 10 pounds.) The breast-plate had previously been experimented upon, and was somewhat worn; nevertheless, it sustained, without being pierced, the shock of balls fired at a distance of three paces, from a cavalry pistol loaded with the regulation charge of 5 grs. 25 of war powder. The mean penetration of the balls, at the distance of three paces, was about seven millimetres, and at the distance of eight paces, about five millimetres.

"The breast-plate, during these experiments, was applied against a shield of white wood, partly rotten and worm-eaten. The shock of the balls had considably injured this shield, but of course had no where penetrated it."

While testifying, in strong terms, to the efficacy of the breast-plate in resisting the balls, the committee decline giving any opinion relative to its use as a protection to the human body against such projectiles. To determine this point they say it would be necessary to fire upon the breast-plate when applied to the body of some living animal, and afterwards to dissect that body.

Accordingly experiments of this kind have been made at Venice, the results of which were reported to the Academy of Sciences at their sitting on the 20th of February, 1843. The experiments were as follows:

First: the body of a man who had been dead about two hours was covered with the same breast-plate that had previously been used in the experiments by the Academy, and, after being placed in an upright position, was fired against twice with a cavalry pistol placed with the muzzle close to the breast of the dead man, and loaded with the regulation charge of 5 qrs. 25 of ordinary war powder. But neither of the balls penetrated the breast-plate to any considerable depth; and when the body was taken to the anatomical room and dissected by a committee of surgeons, not the least sign of fracture, contusion, or other injury could be discovered.

Second: a living calf fifteen days old was placed in position with its breast protected with this Pilima covering. Three consecutive balls were fired against this breast-plate from the cavalry pistol, charged and placed as before. But the calf was unharmed, and on being turned loose seemed as well and lively as ever. It was killed and dissected by the surgeons about a quarter of an hour afterwards, but not the slightest injury could be found from the shots.

It would seem, therefore, that the Pilima might in many cases be used with advantage as a defensive armor. It is particularly recommended by some writers for the engineer troops when forming trenches in a siege or engaged in the more dangerous operations of attack and defence of fortifications. The present defensive armor used for that purpose is heavy, cumbersome, and unwiedly. General Schilder of the Russian Engineers, commandant of a regiment of sappers, and aide to the Emperor, has made experiments with this breast-plate and recommends its use for the abovementioned purposes.

M. Papadopoulo claims merely the rediscovery of the process of making the cloth. Its use as a defensive armor is mentioned by several old writers. We add a couple of extracts. Cornelius Nepos says of the Athenian Iphicrates: "Is genus loricarum mutavit, et pro ferreis atque aeneis lineas dedit. Quo facto expeditiores milites reddidit: nam pondere detracto, quod æque corpus tegeret, et leve esse curavit." Abbé Millot says of this same Greek general: "He made cuirasses of linen soaked in vinegar mixed with salt, which were said to be better than iron." See also *Biographie Universelle*, tome xxi, page 254, &c., &c. H. W. H.

NAVY.

Oct. ORDERS.

13—Capt. C. W. Skinner, command frig. Potomac.
Capt. G. W. Storer, command of navy-yard, Portsmouth, N. H.
Capt. F. H. Gregory, command frigate Raritan.
Capt. J. Percival, command frigate Constitution.
Capt. B. Dulany, comm'd rec. ship, New York.
P. Mid. J. B. Randolph, frigate Raritan, as acting master.
Mid. L. Paulding, T. S. Phelps, and J. Madigan, sloop Boston, Boston.
Mid. R. Harris and H. G. D. Brown, frigate Cumberland.

14—P. Mid. B. F. B. Hunter, schooner On-ka-hy-e, as acting master.
Chaplain M. R. Talbot, frigate Cumberland.
Mid. R. Savage, frigate Cumberland.

16—Lieut. J. W. Swift, receiving-ship, Boston, *vice* H. K. Thatcher, detached with three month's leave.
Lieuts. C. F. McIntosh and P. Drayton, sch'r On-ka-hy-e.
Lieut. G. W. Harrison, brig Bainbridge.
Mid. T. B. Wainwright, frigate Cumberland.

17—Lieuts. L. Pennington, J. W. Livingston, J. F. Miller, and E. T. Shubrick, frigate Raritan.
Chaplain John P. Lathrop, ship Princeton.
Professor Duncan Bradford, Washington.
Ass't Sur. T. M. Potter, frigate Raritan.

Oct. APPOINTMENTS.

7—John Robb, to be a Chaplain.
9—Ralph R. Gurley, do.
17—John P. Lathrop, do.

Naval Intelligence.

U. S. VESSELS OF WAR REPORTED.

Officers and Crew of the Steamer Missouri. The ship *Rajah*, Capt. Bangs, arrived at Boston on Monday morning from Gibraltar, which place she left on the 3d of August. The R. brought over the materials saved from the wreck of the *Missouri*, and many of her officers and her crew, consisting of 275 men and boys. The names of the officers are as follows:

Lieutenants, S. B. Bissel, G. R. Gray, T. T. Hunter; Ass't Surgeon, A. J. Bowie; Acting Master, F. Alexander; Chief Engineer, J. Faron; Ass't Engineers, W. Scott, H. Hunt, A. S. Palmer, S. Archbold, T. Zeller; Passed Mid., J. M. Wainwright, D. McN. Fairfax, C. S. Throckmorton; Midshipmen, J. S. Bohrer, J. Fry, H. Davidson, J. H. March, Lieut. of Marines, A. S. Taylor; Purser's Clerk, A. C. Wakeman; Boatswain, R. Dixon; Gunner, W. Barton; Carpenter, C. Jordan; Sailmaker, J. D. Freeman.

Store-ship *Erie*, 52 days from Rio Janeiro, was at Valparaiso about July 10th, for Callao in four or five days.

Home Squadron.—The following is a list of the officers of the sloop-of-war *Vandalia*, which sailed from Norfolk on the 11th instant, for the West Indies:

Commander, John S. Chauncy.
Lieutenants, Harry Ingersoll, Wm. S. Young, James M. Lockert, Henry H. Lewis.
Purser, R. S. Moore.
Surgeon, Daniel S. Green.
Master, John S. Taylor.
Passed Midshipman, Wm. B. Muse.
Midshipmen, Charles H. Baldwin, Edmund Shepherd, Charles P. McGary, Francis G. Clarke, R. F. R. Lewis, James J. Waddle.
Captain's Clerk, William D. Cobb.

The brig *Dolphin*, left the naval anchorage at Norfolk on the 11th instant, and proceeded up to the navy-yard.

Revenue Service.

Oct. ORDERS.

1—Capt. John A. Webster, from the Taney, at Norfolk, to the Ewing, at New York, and Capt. Richard Evans, to the Taney.

12—3d Lieut. Jas. H. Jones, transferred from the Delaware station to the Wolcott, at Baltimore.
3d Lieut. Josiah Murch, from coast survey to the Forward, Delaware.
Capt. Jno. Whitcomb, from the Eastport station to the Duane, Mobile.
Capt. W. W. Polk, to the Alert, Eastport.

Marriages.

In Eastport, Maine, Lieutenant S. R. DAWSON, U. S. army, to Miss JANE N., daughter of the late J. D. Webster, Esq.

In Boston, CHARLES H. B CALDWELL, Midshipman U. S. navy, to JUDITH EMMELINE, daughter of Richard G. Parker, of Boston.

In Hillsborough, N. H., on the 3d instant, Lieutenant HENRY W. BENHAM, U. S. navy, to ELIZABETH A. P., daughter of Gen. John McNeil, of Hillsborough.

In Baltimore, on Thursday, the 12th instant, Lieutenant C. TOMPKINS, U. S. army, to ELLEN, daughter of Joseph Wilkins. Esq., of Baltimore.

In Philadelphia, on the 13th instant, Lieutenant ADDISON GARLAND, U. S. marine corps, to ELIZABETH C. FRANCIS.

Deaths.

At Gresham, near Annapolis, Md., on the 11th instant, Theodorick Bland Mayo, in the second year of his age, son of Captain Isaac Mayo, U. S. N.

At Fort Jesup, La., September 30, Helen Jackson, daughter of Capt. R. S. Dix, U. S. army, aged three years and four months.